Beware, Prepare, Hold Courageously, Counsels Northcliffe

This is the major portion of a speech delivered in Kansas City October 25, upon which occasion Lord Northcliffe's audience was composed of editors from five Middle Western States. It is a speech which has stimulated a good deal of discussion.

By Lord Northcliffe

ONE of the most important things for you to remember in the consideration of this war is the fact that you people absolutely have to depend upon the Atlantic for your transportation of your soldiers, your munitions and your food supplies. You had a slight misfortune last week—it was really an accident.

What the Germans are after are the ships containing cargoes of food and munitions—not merely passengers. Now, what they are after is to let you get your men over there, and then destroy ships containing munitions and food supplies—and if you aren't careful you will find yourself in the position of having a large army marooned in France unable to get supplies.

The newspapers have shown the enthusiasm of the people in raising the Liberty Loan, which will go a long way toward the building of machines, supplying ammunition and building the machines for fighting in the air. The Liberty Loan propaganda is being conducted ably, and I find in this enthusiasm further means to get these things to the war—which is very necessary. Of what use would ammunition, big guns, etc., be without a means to transport them over to Europe?

You will find this war is a very different proceeding from the old-time warfare, where men enlisted, took their rifles in hand and marched to battle, where they met their enemy face to face. This is not a case where the soldier is the most important or essential factor in the war. It is a case where the farmer, the miller, the butcher and the munition factory men are just as important.

You must remember that your army and our army are in entirely different positions. Your army is in the same position as the Canadian army for this reason—the Canadians must get their supplies across the Atlantic, although they can get some of their supplies from Great Britain. You have to bring every ounce of material across the Atlantic. I wonder how many people in this country realize how large a force we have in France?

The Supplies Needed in Transporting Troops

You will have to transport an army equal in size across the Atlantic. In that army you have to have every possible kind of supplies—food for the men, food for the horses, motor cars, motor car trucks, horses, ammunition and supplies for the trucks, etc., to say nothing of airplanes, machine guns, etc.

This might give you some slight idea of the work and care and planning that it will take to get you across to the line of fighting. You will get an army there. There is no doubt or fear about that—when we stop to take into consideration the steps you have already taken just to raise an army—almost in a night.

That is the way a democracy does things. However, there are very few people who realize the work that the army behind the army is doing. So you see that it will take many, many ships. You ought to have so many ships that you do not mind if they are sunk.

I have seen the results of submarines. What did I see? Some eight hundred dead horses—people killed—supplies destroyed—all very valuable in war—to say nothing of a great deal of ammunition, machine tools—all of which is a great loss of tonnage and efficiency in war. If you will read carefully and notice, you will find that the Germans distinguish between ships and shipments. They have the means of knowing when a shipment leaves this country.

It is really a very simple thing to get news to Germany and they are very thorough in their methods, as you all well know. It is very easy for people to send telegrams to Germany, and the Germans get them the next day. The United States is not at war with England. A message can be sent to England. England is not at war with France, and the message is sent to France. France is not at war with Switzerland, and the message is sent to Switzerland, from thence to Berlin. Just see how quickly and effectively they work!

The Germans, of course, know this, and it is very obvious their distinction between ships and shipments. They distinguish especially against oil shipments. They know how necessary that is for the guns, ammunition trucks, etc., and the oil that comes from the Gulf of Mexico.

Many of the things that I deal with are too complex for the public mind, but they are not too complex for some; that is why I am telling you these things that I have learned. My personal experience, gained from close study of the war before the war began and after the war began, is that the problem is not one of money. Money is, of course very, very essential. The question is not one of men—you have proved that you can raise an army almost in a night—one of the wonderful things of democracy.

Against the belief of our own people who adopted the system that was dropped and without a murmur, this draft system is the only one for a democratic nation. I cannot tell you of the thousands and thousands of injuries that have resulted from our system of raising men.

The Volunteer System Proves Less Successful Than the Draft

The draft is the only democratic system of raising men for the war. We thought the only democratic system was to take those who by their enthusiasm volunteered and went to war. We found out our mistake. We found out that the patriotic went to the war, and the unpatriotic stayed behind and stole the other fellow's living.

We had some stupid slogan, "One volunteer is worth three pressed in." It sounded well, but it is not true. When we adopted the draft, we found that the drafted men fought equally well. There is a great spirit of brotherhood amongst the soldiers. The drafted men are received in the same spirit as if they had gone out of their own free will.

There are many papers who throw out items and ideas that there is something wrong with the Germans. What's wrong with the Germans is the Kaiser. There is nothing wrong with their war machine. They have been planning and working for this war for forty years—every one knows that. They have a very satisfactory system of war reports from Berlin, and these Germans know just what is going on in the war. Maps are distributed which show the territory they have gained and what territory they have lost. The system of these people is very wonderful. On the first of each month they issue these wonderful war maps.

As I believe I have said to Governor Capper—he and I are about the same age—it is possible we may not live to see the end of this war.

We are up against a people who have been preparing in every possible direction for forty years. These people inherited the principle of thoroughness and they have left no details unattended. They are predominated by a lust for property which is a basic cause of this war. This principle has been proven again and again.

Their self-confidence has been exaggerated as a result of success in the Danish War of 1864, the Austrian War of 1866 and the Franco-Prussian War of 1870. Now, to imagine that a people who have been educated to this lust for territory and have been trained for these military tactics for years and years, and who have given their life for this cause—to suppose that people who are untrained and who were unprepared for war can conquer the Germans in a short time—that is the height of folly. . . .

We are banded together by a feeling of brotherhood, and we should plan and work together to see how best we can win this war. No one has a better or more clear idea of the infinitely difficult task that is before us than I have. My house in London has lost its windows, which were blown out by German bombs; another house has been shelled; at my country home my gardener's wife and two children were killed—but these are not important things so far as military warfare is concerned.

I can assure you that our farmers did not believe that we were at war until they saw their ricks burning—then they began to subscribe to the loans.

I know the difficulty of dealing with the prosperous people—they are all so optimistic. The war has done much for them—it has made them prosperous, they get more for their wheat, corn, meat, etc. They read about the wonderful victories we are having—about the hundreds of submarines that we are sinking—that Germany is without food or anything to wear—that she is having internal revolts, etc., and they take it all in—all of it untrue.

Of course, you people can't realize that we are at war, because you are so very far away. You don't see the soldiers come back, you don't see the wounded soldiers, your homes and property are not destroyed, and, of course, you can't realize those things until they are brought home to you.

Keeping Germany Busy on The Western Front

Now, don't make the mistake of thinking that we are trying to recover a large amount of territory quickly. That is not what is going on on the Western front. That is and has been carefully explained in The New York Tribune. What is going on there on the part of Great Britain is to so assail the Germans that they will be forced to throw a vast number of soldiers and ammunition on the lines, and that so many will be killed and rendered unfit for duty that they will be forced to retire.

Those minor affairs mean very little. What does mean a lot is what happened at Verdun, when for months and months the Germans pounded and pounded and were so harassed by the French that they finally had enough of it, and they abandoned Verdun.

There are some people who think that the Germans are a sentimental nation—about all the sentiment that they have is for our copper, iron or lead!

"You would find that England is a changed nation. We have altered our habits and our diet. We have a food control which is rigidly enforced. We are allowed a certain amount of potatoes, meats, etc., and far from the health of our people being impaired—it is improved, as the English people, like yourselves, ate entirely too much. . . .

And now there is one question that I would like to ask you, and that is: What is to prevent the Germans from coming across the Atlantic in large numbers? They sent one submarine over to report—just to give a gentle hint that they could do it. What is to prevent them from coming across the Atlantic? One mistake and they would be across. If a mistake had been made by our men in council, there is no doubt but that they would have been across the Atlantic long ago.

I can see no reason why you can have any hope that we will have a short war. Of course, we could have a peace to-morrow, but it would be a short peace, and it would mean a more terrible war than we are in now, for you can rest assured that Germany wouldn't make the mistake that they have made in this instance—of having so many people against her.

You know what she is after? The people who have the goods. She has an attachment for the country that had the coal and iron and many other valuable resources, such as Great Britain and the United States. There is not much sentiment about German warfare.

We are very wealthy in Great Britain, as you are in the United States. She didn't want a tiny little country like Belgium. So don't make the mistake of taking her word that she is having internal revolutions, no food nor clothes, etc. That would be fatal.

The work of the I. W. W., the German propaganda in your country, the burning of your stockyards and the destruction of your munition plants—all these are proofs that Germany had planned a war against you and was working as carefully in your country as she was in ours before the war.

England Had Her Own Troubles Over Enemies Within

We had many Germans at the outbreak of war in our country. Many of them held high positions of trust and honor—such as mayors of towns, etc.—and we were amazed when the war broke out to find that most of these men were working against us and had been for years. We found papers on them showing they had worked for this war and had provided their government with valuable information for some time.

We are a nation like yourselves. We were a most unsuspicious people—the most unsuspicious in the world. We took people for what they seemed to be. We for a long time let these people stay in our country and go about their business, not realizing the harm they were doing against us.

We couldn't conceive that the German Ambassador, whom we thought a high-minded, honorable gentleman, would busy himself with plots of revolution, burning our munition factories or ships or other plots, when he should have been busying himself in straightening out affairs between our country and his. We are a nation, as I said before, like yourselves in that respect.

Believe me, when these soldiers come home they are going to rule the people to a certain extent. They are going to overrule these politicians who have given us a rotten deal. It will be an awful hard thing for any one to get any of us in a war in the future when this war is over. I have talked with our soldiers at the front who have been there and have had three years of this horrible warfare.

They are very determined and have very strong ideas of capital, labor, rule and all the various questions that are paramount in the public minds to-day. They will be in a position to dominate to a certain extent many of the communities in which they will reside. They have a strong feeling of brotherhood.

They have seen their friends and relatives die, have seen their homes destroyed and their families destroyed. The officers and men are dressed alike and they act alike. The officers talk with their men and there is a very strong feeling between them.

This war has done a lot in drawing people together, and our soldiers are going to come back banded together with a very strong bond. It will be a very difficult task for a nation to wage another war, as stated before. The United States and Great Britain are very close together. If we two peoples keep together we can, I am sure, see that there is never another war.

After the War Germany Will Try to Reconquer the Dye Industry

THE following discussion of the dye situation now and as it is likely to obtain after the war appears in "Price's Carpet and Rug News":

"We reprint the following lucid and concise statement of the German dye situation at the present time and the German preparation now going on to 'reconquer' lost markets after the war:

"'Realizing the difficulties of reconquering the lost markets of the various foreign countries after the war, the German dyestuff manufacturers, in the fall of 1915, organized a combine of the seven leading companies, which practically control the output, and pooled interests to the extent of securing uniform prices and wages, systematizing production, and also insuring an harmonious policy for all other interests involved. This implies uniformity in all endeavors to regain the former German foothold in foreign markets, and will apply to the new competition in the American market particularly. The importance of German exports in chemicals prior to the war can be seen from the statistics. Their annual value averaged $214,000,000, according to estimates of German trade organizations.

"'Considerable difficulty was encountered in dividing the future profits, but the figures given were finally decided upon, together with an agreement the essential features of which were as follows: It is to be binding for fifty years, beginning January 1, 1916. While the separate organization of production of each concern is to be maintained, risks in business with foreign countries are to be jointly and proportionately carried by all members of the combination, accounting for the contemplated competition in foreign markets, in both "hostile and neutral countries" after the war.

"'Thus a formidable understanding has been reached between the manufacturers of dyes and colors which cannot fail to affect future prices and the export policies to be followed after the present war. Although German exports of chemicals received an effective setback, as a result of the shipping hindrances encountered since the outbreak of the war, and the vigorous enforcement of the German embargo on many articles in these lines practically kept them out of the foreign markets altogether, it is predicted that nothing will be left undone which is needed in the attempt to reconquer the lost markets.'

"It is worth noting that the Germans are to 'reconquer,' not 'recover,' the lost market. The word seems to have been used advisedly, and it can have but one meaning. The Germans, with their legalized trust and their fifty-year compact, except to 'reconquer' lost markets by underselling domestic rivals. It remains to be seen whether our tariff commission will rise to the occasion, whether it will advise Congress to levy an impost that will make 'dumping' impracticable by making selling at a loss—no new German manœuvre—impossible.

"We do not believe in an economic war on Germany after the war, so long as Germany confines her activities to legitimate trade. But if she begin a campaign of cut-throat competition, foregoing profits for a season in order to destroy American industries in which millions have been invested, we would advocate shutting German dyes out of this market altogether for a term of years."

Prevent Wormy Chestnuts

To keep chestnuts from becoming wormy and unmarketable, the entomologists of the United States Department of Agriculture advise that the nuts be fumigated.

Put the nuts in a large water-tight barrel. Into a pie pan on top of the nuts pour an ounce of carbon disulphid for each bushel. Cover the barrel immediately with a piece of oilcloth or heavy tarred paper to keep in the fumes. Allow to stand under fumigation for fifteen to twenty-four hours. Remove the nuts from the container; air them thoroughly for about one hour. This fumigation kills any worms which may be present and thus prevents their further growth. It will greatly reduce losses in transportation and storage and will not affect the edibility or appearance of the product.

Caution: Carbon disulphid is very inflammable and can be ignited by a match, lantern, cigar or pipe.—From *The Weekly News Letter* issued by the Department of Agriculture.

The Catskill Aqueduct: An Engineering Triumph

NEW YORK'S thirst for water has been met. On October 23 the Catskill Aqueduct was officially turned over to the city, with suitable ceremonies, marking the completion of one of the world's greatest engineering projects, which has been pursued for the past ten years. It involved the construction of deep rock tunnels of unprecedented length, enormous concrete dams, huge steel siphons and even a pipe line laid in a submarine trench. For the last six months a stream of water has been flowing out of the Catskill Mountains into the heart of New York City, supplying Brooklyn, Richmond and large areas of The Bronx, Queens and Manhattan. Water from the Catskills has been used by the city ever since 1915, but the flow has been interrupted since May, 1917, until it was taken up again and completed.

The bold stroke of engineering is thus described in "The Scientific American" for October 27:

"The Catskill aqueduct extends 120 miles from the great artificial lake at Ashokan to the Silver Lake reservoir at Staten Island. It can now be depended upon for at least 250,000,000 gallons daily in the most prolonged series of dry years likely to occur. The weight of water it consumes each day is about eight times the weight of its inhabitants. The city is at present using 615,000,000 gallons a day, but as its population is increasing at the rate of 157,000 a year, and as each person will require about 100 gallons of water a day, it will be necessary, in time, to increase still further the supply of water. Already steps are being taken to develop a second Catskill watershed by building a dam across the Schoharie Valley at Gilboa and turning the water back through a tunnel under the Shandakin Mountains to the Ashokan Reservoir. When the watershed is developed, 500,000,000 gallons of mountain water will flow into the city each day.

It Is Hard to Form an Idea Of the Reservoir's Size

"It was a bold stroke of engineering, this, of building a vast lake in the Catskill Mountains, and constructing an artificial river bed which would carry these waters down to a city 100 miles away. By building 5½ miles of dams and dikes in the Esopus Valley a reservoir was made with a total capacity of 132,000,000,000 gallons. This is too large a figure to give us any conception of the size of the reservoir. It may help us to conceive of the amount if we make a mental transfer of the water impounded at Ashokan to New York, when we shall find that it would be enough to cover the entire island of Manhattan to a depth of 30 feet. The lake is 12 miles long, with an average width of a mile, and it covers the sites of seven villages. Two thousand inhabitants were moved from the submerged area and 2,800 bodies were removed from the 32 cemeteries found in this locality. The building of the lake involved the relocation of 11 miles of railroad track, and 64 miles of highways had to be discontinued. . . .

"On its way to the city the water has to pass through long lines of steel and concrete conduits and through many tunnels driven under mountains and rivers. The water is driven on its entire course by gravity, for the Ashokan Reservoir has a head of 590 feet above sea level. Had it been necessary to pump this quantity of water to the city to the same high gravity pressure, the cost would amount to something like $2,000,000 per year. As it is, the water is carried into the city without any cost of transportation, and such small amounts of power as are required for the aqueduct equipment and lighting some of the structures are generated by the fall of the water from the reservoir into the aqueduct.

"Fifty-five miles of the artificial river passes through a cut-and-cover type of conduit. This is constructed of concrete without steel reinforcement and covered with an earth embankment. . . . It is of horseshoe shape, in cross-section measuring inside 17 feet high by 17½ feet wide. Where hills or mountains cross the line of the aqueduct tunnels have been driven through them, which are also of horseshoe shape, but somewhat smaller than the cut-and-cover conduit and of a steeper gradient to compensate for their smaller waterway. There are 14 miles of such grade tunnels. Steel siphons carry the water through some of the valleys, but where the valleys are deep and broad, and there was suitable rock beneath them, pressure tunnels were driven into the rock and lined with concrete. There are 17 miles of such tunnels outside of the city limits. Within the city itself there is a pressure tunnel 18 miles long, running hundreds of feet below the surface. . . .

The Water Is Rendered Free of Impurities

"Before the water reaches the city it is practically sterilized and the gas is entirely neutralized and dissipated. In addition to this, there is provision for a filtration plant two miles below the Kensico Reservoir. Every precaution is thus taken to insure the purity and palatability of the water.

"This city tunnel was in itself a truly remarkable engineering undertaking. It involved the use of thousands of tons of dynamite, which had to be handled with utmost care owing to the enormous possibilities of frightful disaster in so crowded a city. Yet the work was carried out without serious accident to any citizens, and the general public had no knowledge of the work other than an occasional muffled blast under foot.

"From the terminal of the tunnel in Brooklyn there are two branches, one of which consists of a steel pipe line that extends into Queens, while the other proceeds through Brooklyn to Staten Island, crossing the Narrows in a 36-inch flexibly-jointed cast-iron pipe that is laid in a trench in the harbor bottom. In the shafts in the city tunnel there are bronze riser valves 40 inches and 75 inches in diameter and section valves 66 inches in diameter, also of bronze. The former are located about 100 feet above the top of sound rock and are designed to close automatically in case of an important break in the valve chamber or in the street mains causing an abnormally large flow of water. They can be closed from within the chambers at the shaft tops. The section valves are located across the main tunnel and will permit the tunnel to be divided into parts and drained in sections without putting it entirely out of commission.

"The new system is entirely independent of the Croton system, although the two may be used in conjunction. The Catskill water is delivered into the Hillview Reservoir at 295 feet above tide, while the Croton water is delivered in the Jerome Park Reservoir 134 feet above tide level, or 161 feet lower. The Croton water could be delivered into the Catskill system only by pump, but the Catskill water can be turned into the Croton Reservoir where it crosses at Jerome Park or at the 135th Street gatehouse, whenever necessary, although this, of course, would waste the advantage of pressure due to its higher level.

"The cost of Catskill water supply development has, so far, amounted to $139,000,000. It is estimated that the Schoharie works will cost $22,000,000 more and the estimated total cost of the completed system will be about $177,000,000."

J. Waldo Smith
Photo by Pirie MacDonald

Much has been said about the construction of the aqueduct; relatively little about the men who have carried the work to its successful conclusion. All of this work, says "The Engineering News-Record," has been kept free from suspicion; no one's honesty has been challenged; also it has escaped ugly controversy over the capability of the designers or the quality of the work. "The Engineering News-Record" pays high tribute to J. Waldo Smith, chief engineer, and his engineering staff. It writes thus, in part:

"The New York Board of Water Supply was organized in June, 1905, and at once selected J. Waldo Smith as its chief engineer. He had had long experience in water supply work and had displayed exceptional organizing and executive ability as chief engineer of the Jersey City water supply system, which, including the Boonton reservoir and a long aqueduct, bears resemblance, though on a smaller scale, to the Catskill scheme.

"Sensible of the magnitude and intricacy of the task, Mr. Smith saw that none but a superlatively good organization could succeed. He therefore selected with the greatest of care the nucleus of his staff, the men whom he expected to assume the major responsibilities and become his department heads. Not only did their technical attainments have to be high, but their views as to organization building had to agree with those of the chief. Upon these men he depended, in large part at least, for the selection of the other members of the engineering bureau. These men—seven in number, including the deputy chief engineer, the division engineers, engineers in charge of designing and the consulting engineers—were exempt from civil service rules. All of the other members of the organization, however, were subject to civil service competitive regulations. This makes the story more interesting and the lesson more valuable."

Moving a Barge

A THOUSAND-TON barge that had been beached in a gale was recently raised and moved one mile across rough ground and swamp land on two lines of rollers, according to "The Engineering News-Record." The barge, which was grounded near Copalis, Wash., last March, was being used to haul supplies for the government railway in Alaska. Because of the surf, it could not be launched where it lay; it had to be moved to a bay where it could be launched again in sheltered water.

The work was begun, says "The News-Record,"

"by placing 200 jacks under the barge, which weighed 1,000 tons, and raising it so that shoes, blockings and rollers could be placed under each gunwale. Twenty shoes carrying the barge on transverse timbers were used. The 8-inch oak rollers under the shoes rolled on 10 x 12-inch track timbers, resting on a line of cribbing under each side of the barge. The barge was pulled straight ahead, turned toward the bay after it had travelled two or three lengths, and carried straight across the peninsula. Power for pulling was furnished by the donkey aboard the barge, about 2,000 feet of 1½-inch rope being used in the tackle. Cuts had to be made at a number of places, and at others the blocking at times was as high as 10 feet from the ground. One swamp 500 feet wide and another 200 feet across were traversed during the trip. It took exactly sixty days to move the barge and launch it in the bay on the opposite side of the peninsula."

Convicts Now Used on Rhode Island Roads

A law recently passed by the Rhode Island Legislature leaves with the Penal and Charitable Commission so much discretion as to the use of convict labor on roads that the result so far has been very encouraging. Convicts can be used only on state roads, but the State Board of Public Roads, having made satisfactory arrangements with the Penal and Charitable Commission, sends a request for a certain number of convicts for work on designated roads direct to the prison authorities, who are authorized to detail as many of these men for the purpose as they may consider advisable. The Road Board must carry the cost of transportation, guarding and supervision and pay a reasonable charge for the labor. Money so accumulated, to the extent that it is in excess of the cost of keeping the prisoners, may be paid to the convicts themselves at the end of their terms or to their families.—*Engineering News-Record.*

$288,000,000 on Roads and Bridges

Cash expenditures on the rural roads and bridges in the United States in 1916 amounted to $272,634,424, according to figures published by the Division of Economics, United States Office of Public Roads and Engineering. To this should be added the value of the statute and convict labor, which cannot be fixed with any great degree of accuracy, but probably amounted to not less than $15,000,000, thus making the grand total expenditure for the year $288,000,000. This total is made up of the actual expenditure for such items as labor, materials, supervision, management and administration directly connected with the construction, improvement and upkeep of our public roads and bridges.

This, however, does not represent the total outlay by the states and communities because of their rural public roads. At present there are outstanding more than $400,000,000 of road and bridge bonds and long term warrants, maturing at the rate of about $20,000,000 per year and requiring about an equal amount for the payment of interest charges.—From *The Engineering News-Record.*

An old fellow on his deathbed, in making his will, murmured to his lawyer: "And to each of my employes who have been with me twenty years or more I bequeath £2,000." "Holy smoke! What generosity!" the lawyer exclaimed. "No, not at all," said the sick man. "You see, none of them have been with me over a year; but it will look good in the papers, won't it?"—*Liverpool Post.*

American Negroes Who Will Help Make the World Safe

THE negroes drafted for the National Army have been moving to the various camps during the week past. They will eventually constitute an entire division, but for training purposes are at present scattered in regimental or brigade units. Camp Upton will have about 5,000. But interest centres not in their number but in the fact that they will be officered by men of their own color, except for the highest commands. There are now 678 negro commissioned officers in the army, graduates of the training camp which has been fitting them for duty at Des Moines since last June. They are drawn from two sources: former "top sergeants," non-commissioned soldiers of experience, and volunteers from among the educated negroes—doctors, lawyers, teachers and other college-trained men, who responded to the call to the number of over 2,000.

Press comment, especially in the South and along the border states, has been congratulatory. "The Louisville Courier Journal," after pointing out that there is nothing in the history of the black races to warrant the belief that the American negro soldier must be led by white officers, said:

"It is not necessary to go further than Latin America to look for examples of capable negro officers. There is no doubt about the courage of American negroes as soldiers. There will be no doubt about the capacity of the negro candidates who have won commissions in the Officers' Reserve camp at Des Moines. Officered by men of their own race the negroes will experience an increase of pride. They will exhibit a spirit of rivalry and increased ambition to make a creditable showing in battle."

Everywhere the departing draft contingents were given a hearty send-off; notably in such cities as Cincinnati, Wheeling, Newport News and Richmond. "The Richmond Times-Despatch" called the three mile long parade which accompanied the departing soldiers the "most enthusiastic and patriotic demonstration ever held by the colored people of Richmond."

The treatment of these colored regiments at the camps is a matter of concern. Major General Barry took occasion at Camp Grant, Rockford, Ill., to warn all officers that the negroes "must receive the same treatment as whites," adding that "most race troubles in the army result from inexperience" or from "some epithet applied by white men to the blacks."

Another very important angle of the situation is pointed out by "The Cincinnati Times-Star," which suggested that the "enemies of the country will do their best to create trouble out of this movement," and will strive to stir up race antagonism, adding that "it is of the greatest importance that no seed of discord be sowed either now or later." The same paper summed up the problem thus:

"All that is needed now is tolerance and an open mind. Let the negro soldier and selective alone and he will come through, as he always has come through, a stanch and brave defender of the flag. It should injure no private white soldier to salute a negro officer, for he is saluting the straps, the badge of office, and not the man, whether he be white or black."

A Few Words From Wilhelm

The following verse was written by Wallace Irwin in 1905 and published by "Collier's" July 8 of that year. "Collier's" republishes it now, with the editorial reminder that "your professional soothsayers, crystal gazers and pot stirrers have to take a back seat for the artists and the poets," the latter being "our true oracles." The accompanying sketches are by E. W. Kemple.

MAN vants put leedle hier pelow
Und vants dot leedle Dutch—
Der vishes vich I vish, I know,
Are nicht so fery much:
Choost Europe, Asia, Africa,
Der Vestern Hemisphere
Und a coaling-station in Japan—
Dot vill pe all dis year.

Hi-lee, hi-lo, der vinds dey plow
Choost like Die Wacht am Rhein;
Und vat iss mein pelongs to Me,
Und vat iss yours iss mein!

* * *

Jah also, vhen I vloat aroundt
Mitin mein royal yacht
I see so much vat Iss nicht Dutch
Dot—ach, du lieber Gott!—
It gif me such a shtrange distress
I gannot undershtand
How volks gan lif in happiness
Mitout no Vaderland!

Hi-lee, hi-lo, der vinds dey plow
As I sail round apout
To gif der Nations good adwice
Und sausages und kraut.

* * *

Each hour I shange mein uniform,
Put I never shange mein mindt,
Und efery day I make ein spooch
To penifit mankindt:
Race Soosancide, der Nation's Pride,
Divorce und Public Sins—
I talk so much like Roosenfeldt
I dink ve must pe tvins!

Hi-lee, hi-lo, der vinds dey plow
Der maxim Rule or Bust—
You gannot wreck our skyndicate
Ven Gott iss in der Trust!

* * *

Being ein kviet Noodral Power,
I know mein chob, you bet—
I bray for Beace, und hope for War
Und keep mein powder wet;
Put ven I've nodings else to do
Put shtandt aroundt und chat
Den der Right Divine talks nonsense t'rough
Mein military hat.

Hi-lee, hi-lo, der vinds dey plow
Und softly visper dis:
"Der Kaiser he iss more as yet
Und all iss right vat Iss!"

Aunt Jerusha's No-Cake

"You never hearn o' no-cake? Wal, that was parched corn paounded up in a mortar an' eat wi' milk ef they had it, an' ef they hedn't jest mixed up wi' water. They l'arnt that of the Injins, an' they 'lowed it 'ould stan' by a man longer'n any other Injun corn fixin's. Then they uster make samp in the plumpin' mill, big mortars they was, 'at went wi' a spring pole, an' they'd change off ontu samp when they got sick o' no-cake. Hasty puddin' an' johnny-cake they couldn't hev, 'thout gittin' the corn ground tu a reg'lar mill, an' them was mebby forty miles off."—From Rowland Robinson's *Danvis Folks.*